[Shri Nirmal Chatterjee]

not applicable for these years but hard on implementation and it is this latter part of his statement which he sees in terms of results. I think the Minister of State for Finance would agree to the statement.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK) : Mr. Minister, would you like to explain.?

SHRI JANARDHAN POOJARI : Sir, I have stated clearly—because of the steps we have taken. I have not stated it is one of the factors. That does not mean that it is because of the raids only that we have collected. I have stated because of the steps taken by the Government of India, this is the result.

(Interruption)

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK) : The question is :

"That the bill to authorise payment and approriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): We shal now take up the clause-by-clause consideration of the Bill.

Clause 2 and 3 and the Schedule we added to the Bill.

Clause 1 the Enacting Formula and the Title were added to the Bill.

SHRI JANARDHAN POOJARI : Sir, I beg to move :

That the bill be returned.

The question was put and the motion was adopted.

THE AIRCRAFT (AMENDMENT) BILL, 1985.

SHRI NIRMAL CHATTERJEE (West Bengal) : Sir on 17th we will be debating the Seventh Plan but my humble request to the State Minister for Finance is that whenever he makes a case in financial terms, he should try always to give us figures in tems of constant prices and not in terms of current prices. This is my request, in all future discussions, he should try to give us information in terms of constant prices and not current prices. That is all.

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : Sir, I beg to move :

> "That the Bill further to amend the Aircraft Act, 1934, as passed by the Lok Sabha be taken into consideration."

Sir, the Bill seeks to amend section 14 of the Aircraft Act, 1934, to enable the Government to dispense with the requirements of previous publication of the amending rule for a period of three months. In effect, the Bill seeks to replace by an Act of Parliament the Aircraft (Amendment) Ordinance, 1985 (No. 7 of 1985) dated 16th October, 1985.

Air-India's Boeing 747-237 B aircraft VT-EFO 'Kanishka' while operating flight AI-182 crashed on 23rd June, 1985 in the North Atlantic Sea, 185 nautical miles off the coast of Ireland. The Central Government has appointed Justice B. N. Kripal, Judge of the Delhi High Court, to hold formal investigation into the accident.

Rule 75 of the Aircraft Rules 1937 provides for formal investigation of aircraft accidents. This rule *inter-alia* lays down that the

court appointed by the Government to hold formal investigation shall hold it in open court.

It has been felt that in this case the aspect of security is very important and it may not be in the public interest to hold some of the proceedings in the open court. It may even be necessary in one or two cases to withhold the identity of the witnesses for their safety and for the safety of others. It is, therefore, necessary that the Aircraft Rules 1937 should be immediately amended to make a provision in Rule 75 so as to enable the court to decide that some part of the proceedings may be held *in camera*.

Section 14 of the Aircraft Act 1934 provides for previous publication for a minimum period of three months as a condition precedent to make rules. Therefore, the process of amendment would have taken more than three months, delaying investigation into the accident.

It was, therefore, decided to amend section 14 of the Aircraft Act, 1934 so as to confer powers on the Central Government to dispense, in the public interest, with the condition of previous publication in any case.

It was also felt that the minimum period of previous publication of three months, as provided in the Section is unduly long. Following the pattern of more recent enactments, it would be better not to specify any minimum period of previous publication.

As Parliament was not in session and the report on investigation has to be submitted by the court within a fixed time frame, it was considered fit to amend section 14 of the Aircraft Act, 1934 by an Ordinance.

Sir, with these words, I commend the Bill for the consideration of the House.

The question was proposed

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK) : I now call upon Shri K. Mohanan to speak.

SHRI P. N. SUKUL (Uttar Pradesh) : Tomorrow.

SHRI NIRMAL CHATTERJEE : Why not tomorrow ?

THE VICE-CHAIRMAN : (SHRI M. P. KAUSHIK) : Mr. Mohanan, you just start. Then we can adjourn.

SHRI K. MOHANAN (Kerala) : Sir, in the statement of Objects and Reasons of this Bill, it has been stated ;

> "Section 14 of the Aircraft Act, 1934, as originally enacted provided that the power to make rules conferred by the Act is subject to the condition of the rules being made after previous publication for a period of not less than three months."

Now the Government wants to change this provision.

SHRI NIRMAL CHATTERJEE : we can adjourn now.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK) : Mr. Mohanan, would you like to continue tomorrow?

SHRI K. MOHANAN : Yes.

ANNOUNCEMENT RE. ALLOTMENT OF TIME FOR GOVERNMENT LEGISLATIVE BUSINESS.

THE VICE CHAIRMAN : (SHRI M.P. KAUSHIK). I have to inform Members that the Business Advisory Commitee at its meeting held today, the 12th December, 1985, allotted time for Government Legislative Business as follows.

Business	*Time allotted*
1. Consideration and passing of the Futwah Islampur Light Railway Line (Nationalisation) Bill, 1985, as passed by the Lok Sabha; and	2 hours